



# *Walpole Fire Department*

## *Emergency Services*

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To: Board of Appeals  
From: Paul C. Barry, Deputy Fire Chief  
Date: February 22, 2021  
RE: Cedar Crossing and Cedar Edge, (51-53-55 Summer Street Walpole)

The Fire Department has reviewed the plans and application for the location noted above; we offer the following comments for the proposed 300 unit revised (1/27/21) site plan.

1. The 1/27/21 submitted version of the Site Plan is not stamped nor signed. If the Board wished to proceed without these, we have provided the following comments.
2. We have concerns with the project names, Cedar Crossing and Cedar Edge; these present a potential for confusion during an emergency response with Cedar Street. We request alternative site names be required.
3. The size of the two six-story buildings, both with garages under, one consisting of 108 residential units and the other with 84 residential units, has the possibility to create an extreme challenge for a fire department staffed as Walpole Fire currently is.
4. Due to the length of the proposed garages and the number of vehicles, a second entrance/egress should be installed at the opposite end of each garage's structures. The second entrance/egress will significantly enhance accessibility in an emergency, such as a car fire. The most recent submittal (1/27/21) shows second egress will be provided for each building.
5. All proposed street names are to be submitted per Town of Walpole Regulatory By-Laws sec 505-1.
6. We have been most recently consistent with not supporting waiver requests to Walpole Planning Board's Rules and Regulations section IV-2 Dead-end Streets. While this 300

unit site is not proposed as a subdivision, it will function as one. The (1/27/21) submittal indicates an acceptable gated emergency access will be provided. WFD approved key lock boxes shall be provided and installed per WFD requirements.

7. The Site Plan submittal does not state road widths for all roadways. Roadways shall comply with Massachusetts State Fire Code 527 CMR 1, including, but not limited to:
  - a. We would prefer to see cul-de-sac at the end of the proposed dead-end roadways; we try to minimize having our apparatus backing up for safety reasons.. For that reason we do not find the proposed “Driveway B” acceptable. The only egress for fire apparatus, or any large vehicle, from roadway “B” will be to back out onto the 300 unit main roadway “A”. This is not acceptable; we request the applicant be required to install a cul-de-sac at the end of the roadway “B”.
    - i. 527 CMR 1 18.2.2.1.1 Approval of access roads shall be subject to the AHJ and capable of supporting the imposed loads of fire apparatus and shall be provided with an all-weather driving surface and shall be maintained as provided
  - b. We note only a few parking restriction signs on the 1/27/21 submittal. The proposed roadways do not provide sufficient width to allow for on-street parking and compliance with 527 CMR 1. Parking restrictions for all roadways shall be mandated with signs posted and roadway markings.
    - i. 527 CMR 1 18.2.3.4.1.1 Fire department access roads shall have an unobstructed width of not less than 20 feet (6.1 m).
    - ii. 527 CMR 1 18.2.4.1.1 The required width of a fire department access road shall not be obstructed in any manner, including by the parking of vehicles.
    - iii. 527 CMR 1 18.2.4.1.2 Minimum required widths and clearances established under 18.2.3.4 shall be maintained at all times.
  - c. The 1/27/21 submittal does not provide a turn analysis for roadway “B”.
    - i. 527 CMR 1 18.1.1.4 The fire apparatus access road plans must include an analysis and evaluation of fire apparatus maneuvers throughout the access roads created by swept path analysis and turn simulation software.
    - ii. 527 CMR 1 18.1.1.5 The fire apparatus access plans shall bear the seal and signature of the responsible registered professional engineer.
  - d. The proposed bridge(s) shall comply with 527 CMR 1

- i. 527 CMR 1 18.2.3.4.5.1 When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.
  - ii. 527 CMR 1 18.2.3.4.5.2 The bridge shall be designed for a live load sufficient to carry the imposed loads of fire apparatus.
  - iii. 527 CMR 1 18.2.3.4.5.3 Vehicle load limits shall be posted at both entrances to bridges where required by the AHJ.
8. We question if there is sufficient visitor parking made available throughout the complex.
9. If the center islands in the cul-de-sac are permitted, we request mountable curbs be required and trees not be allowed on the outside rim of the island, as shown on the page labeled LANDSCAPING PLAN 4 OF 5
10. All landscaping shall take into consideration overgrowth into the roadway to avoid future damage to fire apparatus. If permitted as shown, multiple locations will require an aggressive and regular tree pruning schedule to prevent overgrowth.
11. We recommend all water mains be looped.
12. We request the apartments be required to utilize a master key system. Multiple key lockboxes will be required for each apartment building. Final locations and quantity to be approved by Walpole Fire.
13. Apartment numberings shall be consistent with similar structures in Town and be done in consultation with the Fire Department.
14. We recommend all structures be protected with NFPA compliant fire sprinkler systems.
15. Structures with fire sprinklers shall have direct exterior access to the fire sprinkler room and fire alarm control panel. A key lock box(es) shall be provided for each structure, location(s) to be approved by Walpole Fire. Access shall be maintained year-round with a preferably paved or poured sidewalk.
16. We request that it be predetermined and documented who (HOA, COA, Maint. Co, etc. ) will be responsible for snow removal and coordinating annual fire alarm and fire sprinkler testing.

17. A minimum of a binder roadway surface will be required on all roadway surfaces prior to residential construction permits being issued with street name signs installed.
18. All water mains and fire hydrants shall be in service prior to residential construction permits being issued.
19. If phased construction is proposed for this project, we request that the two large six-story apartment buildings be completed in the first phase so they will be protected with fire alarm and fire sprinkler systems as early in this as possible.

If there are any questions or concerns, please do not hesitate to contact me.